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Sanitized Copy Approved for Release 2011/06/27 : CIA-RDP82-00457R001500500010-3

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2-029-0404

INFORMATION REPORT

COUNTRYPoland

SUBJECTArrangements for Wartime Transport and Communications

PLACE ACQUIRED

DATE OF INFO

DATE DISTR. 10 May 1948

NO. OF PAGES 3

NO. OF ENCLS. (LISTED BELOW)

SUPPLEMENT TO REPORT NO.

50X1-HUM

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH USE OF TRAINED INTELLIGENCE ANALYSTS

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1. Transport

In the event of war, all major transport will be concentrated on moving equipment and supplies. Two routes are considered in this connection:

172.2 55M a. Przemysl - Katowice via Krakow

755 55M b. Bialystok - Poznan via Warsaw and Kutno.

754 55M The first route is already adapted for dealing with increased traffic and has all the necessary installations and sidings. On the other hand,

756.1 55M the transport capacity of the second route will depend on the clearance of the Warsaw junction, the supplementing of the one-track sector from

753.41 55M Warsaw to Lwowicz, and the construction of a number of sidings. As matters stand now, these routes can transport 20,000 persons per 24 hours.

Comment: This is the first mention of a one-track sector between Warsaw and Lwowicz. All official maps show this to be a double track in full operation.)

Comment: in 1946 it was at that time single track.)

Rail Bridges under Special Protection of the War Ministry

Following special instructions issued by the Ministry of National Defense (M.O.N.), particular care is taken of the following bridges:

- a. at Japy across the Narew
- b. at Malkinia across the Bug (about 85 km. N.E. of Warsaw)
- c. at Przemysl across the San
- d. in Warsaw across the Vistula
- e. at Poznan, StaroZeka and Kostrzyn across the Warta
- f. at Modlin and Sandomierz across the Vistula
- g. at Szczecin (Stettin) across the Odra
- h. at Pomorsko (about 12 km. N.E. of Zielona Gora/Grünberg)

Document No. 010

NO CHANGE IN CLASS.

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Auth: DDA

Date: 2 MAY 1960

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3. Reconstruction of Bridges and Roads

The following reconstruction work has been carried out:

- a. Lignica (Liegnitz) - rail bridge across the Bobr river on the Bolesławowiec (Bunzlau)-Lebrydowa (Siegersdorff) route.
- b. Nysa (Neisse) - the road bridge was hurriedly reconstructed by 1 December 1947 under pressure from Soviet authorities.
- c. Tczew - rail bridge over the Vistula.
- d. Rudziniec (Rudzinitz), district of Gliwice (Gleiwitz)-on 10 November 1947 the rail bridge, 60 m. long, over the Gliwice Canal was put in commission and a connection was thus obtained on the Gliwice-Pyskowice (Freyskreutzchen) line.
- e. Opole (Oppeln) - apart from the already existing connection between Gliwice - Kędzierzyn (Kendrzin) - Opole - Rychno (Reichwalde), plans have been made for a road leading eastward.
- f. A road was opened on 15 November 1947 from Wrocław (Breslau) to Syców (Gr. Wartenberg) via Ciesznica (Oels).
- g. The Berlin - Bydgoszcz road is being widened and trees removed.

4. The Warmia Canal

This has been put in commission; it connects the Mazurian Lakes with Elbląg (Elbing).

5. Investment Plan of DOKP Gdansk (District State Railway Administration

Gdansk) for 1948. (See attached sketch map)

- a. Reconstruction of the second track on the Emiljanowo-Bydgoszcz line and the construction of a bridge across the Brda.
- b. Reconstruction of switches and safety installations on the Bydgoszcz - Gdansk (Danzig) - Gdynia line, as well as on the Nowawies - Bydgoszcz Wschod - Koscielzyna (Derent, P55/W56) - Gdynia route.
- c. Clearance and extension of the port approaches.

6. Conversion of Tracks to Normal Gauge.

All broad-gauge tracks inside Poland have been converted to normal gauge.

7. Construction of New Railway Line

A new railway line from Tomaszów Mazowiecki to Radom is under construction.

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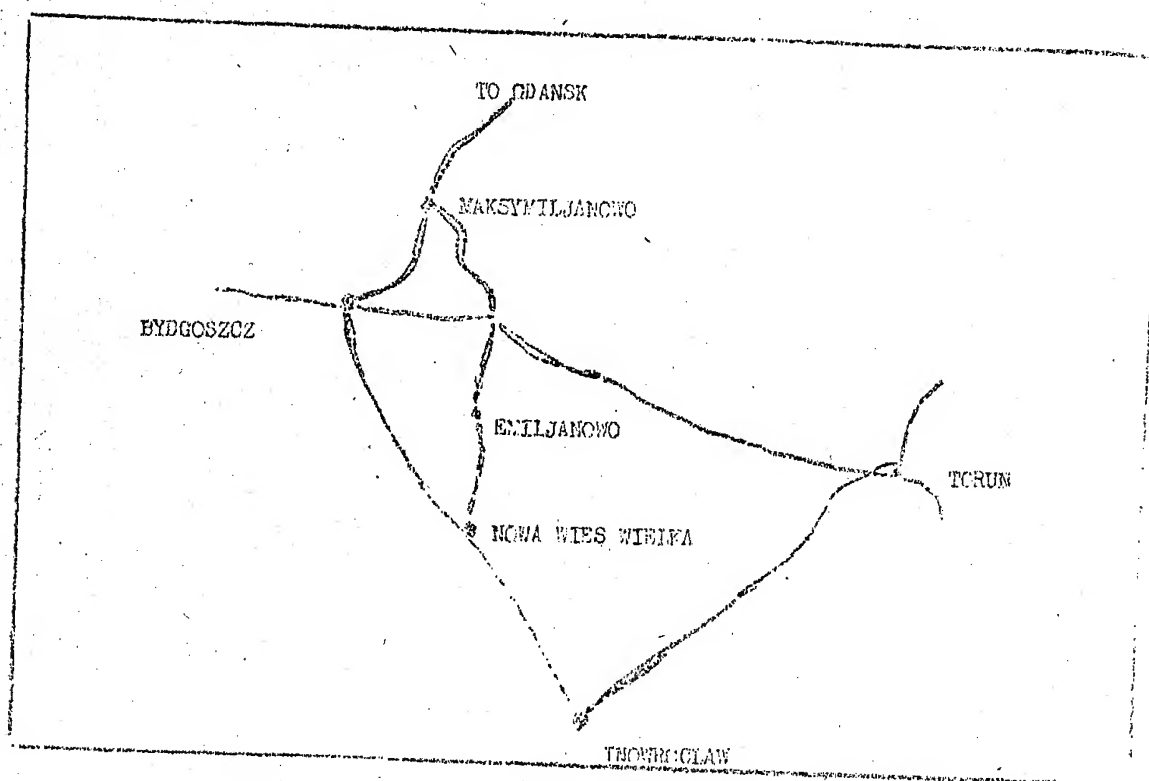
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8. Telephone Lines

- a. There is a main telephone line running along the Deblin - Radom - Kielce - Krakow - Katowice railway line.
- b. A similar line runs from Biala Podlaska (S53/1746) via Warsaw, along the road to Poznan, and thence via Gorzow to the Soviet Zone of Germany. Both these lines are checked and inspected daily.

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